ABSTRACT

Presented is a vehicle aerostabilizer(s) that is at least partially actuated by actuation forces proved by an electric motor, this actuation can cause a raising to a more vertical orientation of the aerostabilizer(s) as when the brakes are applied to result in an aerodynamic braking force being applied to the vehicle. Several options to doing this are offered including two or more aerostabilizers that may or may not rotate in concert. Much is dependent upon having an aerodynamically and weight balanced aerostabilizer(s) and limits on such balance are described. The forces to reorient the aerostabilizer(s) may be applied when the brakes of the vehicle are applied or the aerostabilizer(s) may be set, while the vehicle is underway, to a variety of orientations.